

# Hongkong Daily Press.

ESTABLISHED 1857.

**BOOKBINDING** by European methods  
with the best materials, and under  
European supervision at all times.  
The "DAILY PRESS" OFFICE  
Always presented equal to house  
work, and prices very moderate.

**PRINTING OF ALL KINDS** at the most  
moderate prices at  
THE "DAILY PRESS" OFFICE.  
All proofs are sent, and all work  
superintended by Englishmen. All work  
is done and generally sooner than  
done anywhere else. Estimates given.

No. 11,952. 香港一千九百零九年五月五日星期五

四月二十二日星期五

HONGKONG, FRIDAY, JUNE 5TH, 1896.

五五五

一九零九年五月五日星期五

GOLD MEDALS, PARIS, 1878, 1889.  
JOSEPH GILLOTT'S PENS.  
The Only Awarded  
Chicago, 1893.  
Nominated for the  
BANKERS' PEN.  
Barrel Pens, 225, 225, 225,  
Slip Pens, 325, 325, 225, 160,  
400, 7,000.  
In Boxes, Metal and Brass  
Pens.

THE NEW TURNED-UP POINT, 1048

PRICE \$24 PER MONTH

NOTICE  
Communications respecting Advertisements, Subscriptions, Printings, Books, &c., should be addressed to THE MANAGER, or to THE DAILY PRESS OFFICE.

All proofs are sent, and all work superintended by Englishmen. All work is done and generally sooner than done anywhere else. Estimates given.

## NEW ADVERTISEMENTS.

### WANTED.

A HALF-PLATE CAMERA. State  
the maker of lens and full particulars in  
writing to

F. Care of Watkins and Co.

Hongkong, 5th June, 1896. [1389]

### TO BE LET, FURNISHED FOR SIX WEEKS.

MOUNTAIN VIEW, No. 62 Sitting  
and 3 Bedrooms.

For Particulars, apply at once to

R. C. WILCOX,

70, Queen's Road, Central.

Hongkong, 5th June, 1896. [1340]

### PUBLIC AUCTION.

THE Undersigned has received Instructions  
to sell by

### PUBLIC AUCTION.

TUESDAY, the 9th JUNE, 1896,  
at 2.30 p.m.,  
at His SALES ROOMS, QUEEN'S ROAD,  
HOUSEHOLD FURNITURE, &c.,  
(for Sundries Accounts).

### COMPRISES—

DRAWING-ROOM FURNITURE  
(CALCUTTA)—MADE BY AZARUS & CO.)  
Comprising—

TAPESTRY COVERED SOFA, EASY  
CHAIRS, CHAISES AND OTTOMAN, CHEF  
FOURNIER CENTRE and SIDE TABLES,  
CARD TABLE, TEA POYS, and MIRROR  
BRACKETS.

TEAKWOOD MARBLETOP CENTRE  
and SIDE TABLES.

CHIMNEY GLASS, PICTURES, and  
ORNAMENTS.

TABLES, 1 HEARTH RUGS.

EXTENSION DINING TABLE, SIDE  
BOARD with Plate Glass, WHATNOTS,  
GLASS BOOKCASES, and WRITING  
TABLE.

CROCKERY, GLASS and PLATED  
WARE.

DOUBLE BRASS and IRON BED-  
STEADS.

DOUBLED and SINGLE WARDROBES,  
with Double Glass Doors, CHEST OF  
DRAWERS, DRESSING TABLE, and  
MARBLETOP WASHSTANDS.

One VIGLIO.

One COOKING STOVE,  
&c., &c., &c.,

TERMS OF SALE—As Customary.

J. M. ARMSTRONG,  
Auctioneer.

Hongkong, 5th June, 1896. [1341]

### NIPPON YUSEN KAISHA.

### JAPAN-EUROPE LINE.

STEAMER FOR  
SINGAPORE, COCHIN, PORT SAID,  
MADRAS, LONDON, AND  
ANTWERP.

THE Chartered Steamer

### "AGAPANTHUS"

will be despatched for the above ports TO-  
MORROW, the 6th inst., at NOON.

For Freight, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, 5th June, 1896. [1342]

### CHINA NAVIGATION COMPANY, LIMITED.

### FOR SHANGHAI.

The "HOIHOW."

Captain Suisse, will be despatched as above TO-

MORROW, the 6th inst., at 3 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, 5th June, 1896. [1343]

### THE CHINA MUTUAL STEAM NAVI- GATION COMPANY, LIMITED.

### FOR SINGAPORE AND LONDON.

THE Company's Steamship

### "HYSON."

J. S. Hogg, Commander, will be despatched as  
above on WEDNESDAY, the 17th inst., at 5 p.m.

For Freight, etc., apply to

HOLLIDAY, WISE & CO.,

Agents.

Hongkong, 5th June, 1896. [1337]

### THE CHINA MUTUAL STEAM NAVI- GATION COMPANY, LIMITED.

### FOR SINGAPORE, LONDON, AND LIVERPOOL.

THE Company's Steamship

### "MOYUNE."

C. H. Kemp, Commander, will be despatched as  
above on WEDNESDAY, the 24th inst., at 5 p.m.

For Freight, etc., apply to

HOLLIDAY, WISE & CO.,

Agents.

Hongkong, 5th June, 1896. [1338]

### "SHIRE" LINE OF STEAMERS.

### NOTICE TO CONSIGNEES.

THE Steamship

### "GLAMORGANSHIRE"

FROM ANTWERP, LONDON, AND  
STRAITS.

### CONSIGNEES of Cargo are hereby in- formed that all Goods are being landed at their Warehouse, Godowns, or Godown Central, Hong- kong, or Kowloon, whence they are to be transferred to the Godowns, where they will be ex- amined on the 10th inst., at 3 p.m.

No Claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 10th inst. will be subject  
to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
10th inst., or will not be recognized.

All Goods, sealed and damaged Goods are to  
be left in the Godowns, where they will be ex-  
amined on the 10th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & CO.,

Agents.

Hongkong, 4th June, 1896. [1339]

### PORCELAND CEMENT

J. B. WHITE & BROS.

Sole Agents for CHINA,

HOLLIDAY, WISE & CO.

Hongkong, 11th April, 1896. [1340]

## INTIMATIONS.

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the Year  
1895, at the Rate of Five Percent per  
Share (or Five Percent per Share of the  
Company) is PAYABLE at the Hong-  
kong and Shanghai Bank, Hongkong, on  
and after the 22nd Inst., on WARRANTS to  
be obtained from the Undersigned. Local  
Shareholders are requested to apply at  
the COMPANY's OFFICE for their Warrants.

The DIVIDEND will also be PAYABLE  
at the HONGKONG and SHANGHAI BANK, Shanghai,  
on presentation of WARRANTS  
there, on and after the same date.

By Order,

A. H. MANGELL,  
Secretary.

Hongkong, 22nd May, 1896. [1242]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

DEBTURATE ISSUE.

NOTICE is hereby given that the Debenture  
with the terms of the above Issue, 50  
Debentures of the above COMPANY will be  
DRAWN for Redemption on MONDAY, the  
8th JUNE, 1896, at 12 o'clock Noon, at the  
COMPANY'S OFFICE, No. 9, PRAYA CENTRAL,  
Victoria, Hongkong.

Debenture Holders are entitled to present  
their Drawing on production of their Debenture.

Dated this 30th day of May, 1896.

SHIENWAN & CO.,  
General Managers.

1896.]

THE HONGKONG ELECTRIC COMPANY,  
LIMITED.

MEETING of SHAREHOLDERS

NOTICE is hereby given that the  
MEETING of SHAREHOLDERS of the above  
COMPANY will be held at the COMPANY'S  
OFFICES, No. 22, QUEEN'S ROAD, on SATURDAY,  
the 20th JUNE, at NOON, for the purpose of  
presenting the Report of the Directors,  
together with a Statement of Accounts to 30th  
April, 1896, and electing Directors and Audit-  
ors.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 6th to 20th June,  
both days inclusive.

By Order of the Board of Directors,

CHARLES P. HADTON,  
Acting Secretary.

Hongkong, 3rd June, 1896. [1319]

KUPPER'S PILSENER BEER

Always CLEAR, BRIGHT, and SPARKLING.

ESTD. 1864.

ALWAYS WITHOUT SEDIMENT.

SOLE AGENTS

CALDECOTT, MACGREGOR & CO.,  
Wine and Spirit Merchants.

Telephone No. 75.

15, Queen's Road.

Hongkong, 3rd June, 1896. [127]

LANE, CRAWFORD & CO.

NEW GOODS or "ADEN," "PAKLING," etc.

TABLE DAMASK and CLOTHES.

NEW BARATHREA and ALMA—DUCK and DRILL—TROPICALS

and LAWN TENNIS PLANNELS.

THIN MATERIAL for DRESS SUITS.

LINCOLN and BENNETT'S HATS.

DAWSON'S SUMMER SHOES.

The Newest Music—in the NEW PIANO DEPARTMENT, which is ready for Visitors.

NEW SOFA CARPETS and TAPESTRY SQUARES.

COOKING STOVES—"ADRES," "HOSTESS," "SIGNORA," etc.

STORES, WINES, etc., for BOATING PARTIES.

&c., &c.

Hongkong, 27th May, 1896. [1288]

CLARET! CLARET!

MARGAUX, per doz. qts. \$12.75.

St. Julian (2 Crowns), per doz. qts. \$9.50.

St. Julian (1 Crown), per doz. qts. \$7.00.

Quality will speak for itself.

H. B. CONIGREE,

18, Praya Central.

Hong

INTIMATIONS  
NOW READYTHE CHINA DIRECTORY  
FOR CHINA, JAPAN, STRAITS, &c., &c.  
1896,With which is incorporated  
THE CHINA DIRECTORY.THIRTY-FOURTH ANNUAL ISSUE,  
and will be found, as usual, to show an advanced  
on all subjects both in fulness and accuracyThe DIRECTORY covers the whole of the  
ports and cities of the Far East, from Penang to  
Vladivostok, in which Europeans reside.

A. S. WATSON &amp; CO., LIMITED.



CHEMISTS BY APPOINTMENT.

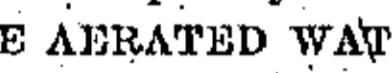
ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED  
WATER.OUR AERATED WATER FACTORY is fitted  
with the best English Machinery, embodying  
the latest improvements in the trade.The Purest Ingredients only are used, and  
the utmost Care and Cleanliness exercised in  
the Manufacture throughout.The Water used is proved by repeated  
Analyses to be Absolutely Pure.For Coast Posts, Waters are packed and  
placed on board ship at Hongkong prices, and  
the full amount allowed for Packages and  
Empties when received in good order.

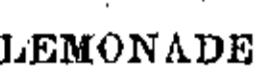
Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is  
"DISPENSARY, HONGKONG."  
And all signed messages addressed thus will  
receive prompt attention.The following is a List of Waters always  
kept ready in Stock—

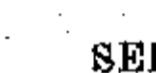
PURE AERATED WATER



SODA WATER



LEMONADE



POTASH WATER



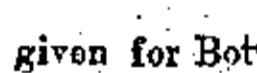
SEALER WATER



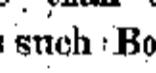
LITHIA WATER



SARSAPARILLA WATER



TONIC WATER



GINGER ALE



GINGERADE

No Credit given for Bottles that look dirty  
or greasy, or that appear to have been used for  
any other purpose than that of containing  
Aerated Waters, as such Bottles are never used  
again by us.

A. S. WATSON &amp; CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 26th May, 1896.

CROSS COMMUNICATIONS relating to the news columns  
should be addressed to THE EDITOR.Correspondents must forward their news and  
communications addressed to THE EDITOR, not  
forgetting to state the name and address of good faith.All letters for publication should be written on one  
side of the paper only.No anonymously signed communications that have  
already appeared in other papers will be inserted.Orders for extra copies of DAILY PRESS should be  
sent before 11 a.m. on day of publication. After  
that hour the supply is limited. Only supplied for Cash.Telegraphic Address "HONG.—A.R.C. Co."—  
P.O. Box. 30. Telephone No. 12.

The Daily Press.



HONGKONG, JUNE 5TH, 1896.

In connection with the Pnyu Reclamation  
the question of the provision of wharfage  
accommodation has been raised by one of  
our evening contemporaries, which soundly  
rates the Government for its alleged inaction  
and illiberalism. "The Government," says  
the Telegraph, "is behaving so foolishly, so  
unsystematically, so illiberally in the matter  
of new piers and wharves that one would  
think the object in view was to drive  
shipping from the place instead of to draw  
it hither." No evidence is adduced in  
support of this charge. The article then  
refers to the inadequate provision for the  
steam-launch and boat traffic, which is a  
separate matter, and then, coming back to  
the main subject, the questions are asked, "Are we to have an adequate supply  
of public wharves for the accommodation of  
the coast and river steamers erected and  
maintained at the expense of the colony,  
or are we to depend on individual effort  
for our requirements in that respect? Are  
the wharves to be at right angles to the  
Praya or parallel to it? Are they to be few  
or many, of wood or iron? How is the new  
sea front to be kept dredged and clear  
of sand and silt and free from dirt and  
bad smells?" Of these questions the first is  
the most important, and we think there can  
only be one answer to it, namely, that it is  
not desirable the Government should engage  
in the wharfage business. The existing  
wharves for the accommodation of sea-going  
vessels are sufficient for present requirements  
and when more are required it will be  
well to let private enterprise supply the  
want. It is true that private monopolies  
are usually more burdensome than Govern-  
ment monopolies, but in the present case no  
question of monopoly arises, and the require-  
ments of the shipping are more likely to be  
satisfactorily met under the influence  
of competition than if the Government took  
into its own hands the administration of all  
the wharves and established Government  
wharfage dues. If any scheme of that kind  
were adopted it would be absolutely necessary  
to establish a representative Harbour Board  
for the control and administration of the  
wharves, but even then the system, we are  
inclined to think, would not work so satisfactorily  
as the present one. The West Point  
Wharf and the Kowloon Wharves,  
now anticipated, were constructed under  
special Ordinances, known respectively as  
Johnson's Wharves Ordinance and Chater's  
Wharves Ordinance. In these Ordinances  
we fail to find any trace of the illiberalism  
alleged against the Government, and no

doubt any marine lot holder who wished  
either by himself or in conjunction with  
others as a public company, to engage in the  
wharfage business, could by legislation  
obtain similar powers and rights to those  
conferred by the Ordinances named. Permission  
may also be obtained for the construction  
of private piers, and it is desirable  
that such permission should be granted on  
the most liberal terms possible consistently  
with the preservation of the rights of the  
public; but the question of what are liberal  
or illiberal terms may afford room for difference  
of opinion and it is not much use entering  
on its discussion until the terms to  
which objection is taken are stated. If it  
be granted that it is desirable that the  
colony should depend on individual effort  
for its requirements in the matter of wharfage  
accommodation for sea-going vessels, then  
the question of whether the wharves are to  
be at right angles to the Praya or parallel  
to it and whether they are to be of wood or  
iron may well be left for decision in each  
individual case as it arises. In some  
positions a wharf at right angles might be  
the better, and in others a parallel wharf;  
but the hard and fast rule could be laid down. The  
question of wood or iron seems to concern  
principally the proprietors of the wharves  
and must depend on many conditions that  
can only be determined at the time of construction,  
such, for instance, as the relative  
prices of the two materials and the discovery  
of new or improved methods of protecting  
them from damage by water and marine  
insects. All things considered, we do  
not think any legitimate public grievance  
exists in respect of the policy, or absence of  
policy, of the Government in the matter  
of wharfage accommodation for sea-going  
vessels.

With reference to the alleged inad-  
quate provision for steam-launch and boat  
traffic pending the completion of the new  
Praya, we are inclined to think the fault  
lies not so much in the want of adequate  
provision as in the absence of adequate  
regulation. Within a few yards of New  
Pedder's Wharf there is another landing  
stage, which is very seldom used, though  
there is no reason why it should not be,  
except that people object to walk the extra  
distance and instead overcrowd Pedder's  
Wharf. What is very much wanted is a  
wharf reserved exclusively for the Kowloon  
ferry traffic, and as a cognate subject may  
be mentioned the desirability of an  
improvement in the character of the  
boats by which the ferry is conducted.  
Designs for new ferry boats suitable for the  
service were got out some years ago and we  
believe are still to be found in the Dock  
Company's office. The scheme entertained  
at that time fell through; an arrangement  
being come to between the promoters and the  
proprietor of the "Star" launches. A more  
frequent and regular service resulted from  
that arrangement, but with the rapid develop-  
ment of Kowloon and the great increase of  
traffic a larger and improved class of  
boat is called for. If the requirements in  
this direction were met residence at Kow-  
loon would become still more popular with  
European residents and the pressure upon  
the house accommodation on this side  
would be proportionately relieved. The  
Chief Justice—Why have you not been  
furnished?

Mr. Francis—It is one of those mysterious  
Magistrate's office. We applied for a copy of  
the depositions and a copy of the conviction  
was not sent with them. If there has been an  
alteration in the conviction I should like to  
see it.

His Lordship—You have the charge.  
Mr. Francis—Yes; that on the 27th April.  
His Lordship—in regard to that, how is it  
that there are two girls in the charge? Can  
you put two girls in a charge like that?

The Acting Attorney-General—I must admit  
that that seems to me to be irregular. There  
ought to have been two separate charges,  
one for each girl, and two separate punishments.

His Lordship—But we are not really  
concerned with those two points now.

Mr. Francis—No, except that as Chief Justice  
of the colony you are responsible for the  
administration of justice. Here is a Police Court  
possessing a greater jurisdiction than any  
Sessions Court in England and nowhere knows  
anything about the law or the administration of  
justice, nor is the Magistrate nor his  
subordinates.

The Chief Justice—Why did you not apply  
for an amended copy?

Mr. Francis—You might as well stand in the  
middle of a street and make such a request. It  
is the custom to turn up there to do as they  
like. It is a regular court made out in the office  
after the whole case had been heard.

The Chief Justice then read the conviction,  
which was for unlawfully bringing into this  
colony a certain female named Chin Tong and  
another named Lai Tu. He has been  
convicted of the same offense.

The Hon. Treasurer of the Alice Memorial  
and Nurses' Hospital beg to acknowledge  
with thanks the following donations to the  
fund of the hospital:

E. V. Branson ..... \$10  
J. W. Osborne ..... 10  
Geo. McBain ..... 5

The Secretary of the Pungtung Munglung  
Company advised us that he has received the  
following telegram from the mines, being the  
result of the clean up on May 1. The mine  
has smelted 1,000 tons yielding 40  
tons of melted gold. North two tons of  
concentrates were calcined for a yield of 50 oz.

REUTHER'S TELEGRAMS.  
[SUPPLIED TO THE "DAILY PRESS."]

LONDON, 2nd June.  
THE DISTURBANCE IN CRETE.

Thirty-five battalions of Turkish regulars  
have been ordered to Crete. Many of the  
surgents have retreated to the mountains and  
proclaimed the union of Crete with Greece.

SOUTH AFRICA.

Mr. Cecil Rhodes has arrived at Bela-  
wayo.

[FROM TONKIN PAPERS.]

TAXATION OF FUNDS IN FRANCE.

PARIS, 28th May.

The Chamber has reassembled. The  
Cabinet has decided to impose a tax of 4%  
on French and foreign bonds.

FRANCE AND THE CORONATION  
OF THE CZAR.

PARIS, 27th May.

M. Faure has telegraphed to the Czar the  
sincere congratulations of France.

PARIS, 28th May.

The Czar has warmly thanked M. Faure  
and expressed the joy he experiences at seeing

France heartily united with Russia.

FROM BANGKOK PAPERS.]  
FRANCE AND THE CORONATION  
OF THE CZAR.

LONDON, 25th May.

In honor of the coronation of the Czar of  
Russia, the city of Paris has been specially  
decorated, and the French Minister of War  
granted a day's leave to the troops, whilst  
he at the same time remitted the sentences  
passed on offenders.

FRANCE AND GERMANY.

LONDON, 25th May.

M. Herboeau, the French Ambassador to  
Berlin, who has long been the subject of attack  
by the German papers, including especially the  
official organ of the Foreign Office, the *Cologne  
Gazette*, has been recalled. M. Denouilles has  
been appointed as his successor.

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FRANCE AND GERMANY.

early managed affair; but even the microcosm of local history proves in reality too large for the world to be heaven-sent omnipotence of the editorial mind.

The Educational Association is not aggressive and makes little trouble in China, but it represents a power greater than that of belligerent and bumptious. No one could have attended this series of meetings and heard reports of the educational forces at work both in great centers and remote corners of the eighteen provinces and not have apprehended that a real awakening and liberating power is at work. It is lack of knowledge from which China suffers most. Ignorance is in the soil, and it is there that the educational seeds are sown, and the education is developed, but it cannot be denied that in the mission school and college an entirely new character is being formed, and a most potent force is being developed.

Do not refer to the somewhat showy Anglo-Chinese education which fills up connecting houses with English-speaking teachers and Chinese students. We can only have attended to one "British Service," but to the solid educational work of vernacular colleges and schools where on the foundation is built up a structure of knowledge and useful scientific enlightenment. All honor to the workers who devote themselves to this splendid service. They are preparing the reformers and scientists and leaders who shall be China's saviors in the future.

It is not to be generally known how large an army of educationalists are labouring in China, nor how far-reaching is their work. China

are.

For males, females

Primary Schools	747	225
Secondary Schools	45	14
Colleges and Training Classes	32	14

Total 824 308

or a total of 1,132 schools and colleges.

The number of pupils is as follows:

Male	Female
Primary Schools	11,817 4,262
Secondary Schools	1,532 2,048
Colleges	1,223 416

Total 14,573 6,726

The foreign teachers number about 350, their pupils over 21,000.

Now were these schools and colleges the only gift of the Christian civilization of the West to China, it would be a magnificent contribution to the country. Why the officials do not see that China has no such friends as the missionaries to whom she affords a growing and inadequate protection, and who have given her work she so persistently shuns, it is hard to explain. It may be that all Western knowledge is distributed, for there are Government colleges here and there like the Tung Wan Kuan in Peking and Canton, supported at great cost.

#### A NEW BRITISH INDUSTRY.

##### ARTIFICIAL SILK.

There will shortly be started in Lancashire a new industry of a character so novel that the mention of it may appear to be suggestive of an absurdity rather than of sober truth. It

will be one for nothing less than the manufacture of silk out of wood pulp.

Quixotic as it may seem, the introduction of the industry into Lancashire is expected to pro-

duce something like revolution in the conditions of trade, not only by bringing into existence a new conception, but also by finding more work for a good deal of the weaving machinery that is now only partially employed; while the weaving of "silk," or what only experts will be able to distinguish from it, will be rendered possible by the use of a very number of people to whom the product of the silk-mill is more or less a prohibitive luxury.

All the same, there will probably be some sentimental regret that the silkworm itself, which has played so important a part in the clothing of the peoples of the Western world since the middle of the sixth century, should thus run the danger of being supplanted by liquidated beet.

Thoughts like these, however, will be of little

use, for the wood-pulp is, after all, no more remarkable than that which was made by the Persian

missionaries who visited China thirteen hundred years ago; and learnt to their surprise that garments could be made from the cocoons of a caterpillar.

on a scarcely perceptible globule. This a girl touches with her thumb, to which she adheres, and the draw out the artificial filament and passes through the guides and on to the bobbin. Then, one by one, she takes eight, ten, or twelve other such filaments according to the thickness of the thread to be made, and passes them through the same guides and on to the same bobbin. This done, she presses them together with her thumb and forefinger, at a certain point between the guides, and the bobbin may be kept running. In this way the whole frame will soon be set at work, the threads not breaking until the bobbin is full, when they break automatically, while they are all of a uniform thickness. The remaining processes are the same as in the case of the ordinary silk, except that in two instances the silk placed on the artificial silk has to be sterilized as to render it non-inflammable after the chemical process it has undergone; and, in the next place, the banks are placed on two revolving rollers which stretch and also "iron" them, producing a high degree of lustre which is one of the chief characteristics of the artificial silk. The new product is to take up much more readily than the natural silk, and certainly the color and the texture is richer than that of the natural silk that have been on the market.

The chief difference in appearance between the natural and the artificial silk is in the greater lustre of the latter; though it will be found also that if a single thread of each is taken, the artificial will "break" differently from the natural, and has only about 80 per cent. of its strength.

The process already mentioned by the new proprietors is that the introduction of the industry into Lancashire is expected to produce something like revolution in the conditions of trade, not only by bringing into existence a new conception, but also by finding more work for a good deal of the weaving machinery that is now only partially employed; while the weaving of "silk," or what only experts will be able to distinguish from it, will be rendered possible by the use of a very number of people to whom the product of the silk-mill is more or less a prohibitive luxury.

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missionaries who visited China thirteen hundred years ago; and learnt to their surprise that garments could be made from the cocoons of a caterpillar.

Hongkong, 9th January, 1896. [858]

#### INSURANCES.

THE MANCHESTER FIRE INSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL £200,000  
RESERVE FUND £3,750,000  
RESERVE LIABILITY OF PROPS. £10,000,000

HAVING BEEN APPOINTED AGENTS OF THE ABOVE COMPANY WE ARE PREPARED TO ACCEPT EUROPEAN AND CHINESE RISKS AT CURRENT RATES.

HOLLIDAY, WISE & CO.

Agents.

Hongkong, 9th January, 1896. [858]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER 1894, £11,671,018 2s 2d.

— AUTHORIZED CAPITAL £200,000 2 s. d.  
PAID UP CAPITAL £27,500 0 0

— PRINCIPAL FUNDS £241,092 7 3

THE UNDERSIGNED having been appointed AGENTS for the above COMPANY are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOLLIDAY, WISE & CO.

Agents.

Hongkong, 9th January, 1896. [858]

SCOTTISH METROPOLITAN ASSURANCE CO.

(LIFE AND ACCIDENT).

LIFE RATES 20% LOWER than those charged by most Companies.

ACCIDENTS £2 PER ANNUM SECURE £1,000

£4 PER ANNUM SECURE £1,000 IN CASE OF DEATH OR TOTAL PERMANENT DISABILITY BY ACCIDENT, AND WEEKLY PAYMENTS OF FROM £1.10 to £5 WEEK IN CASE OF TEMPORARY DISABILITY.

FOR PROSPECTUS OR FURTHER PARTICULARS, APPLY TO J. Y. V. VERNON, AGENT.

Hongkong, 18th June, 1894. [1276]

EMPEROR ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.

We have this Day been appointed AGENTS and are prepared to accept Risks at CURRENT RATES.

HOLLIDAY, WISE & CO.

Agents.

Hongkong, 28th April, 1896. [1052]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.

Agents.

Hongkong, 29th May, 1896. [19]

A USTRALIAN ALLIANCE INSURANCE COMPANY.

HEAD OFFICE, HONGKONG.

Chief Manager.

J. W. R. TAYLOR,

Manager, Hongkong.

Hongkong, 8th May, 1896. [15]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4% PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

T. JACKSON,

Chief Manager.

Hongkong, 1st August, 1895. [13]

THE CHARTERED BANK OF INDIA, LIMITED.

HEAD OFFICE, LONDON.

ESTABLISHED 1821.

CAPITAL £6,000,000.

INVESTED FUNDS £4,350,000.

ANNUAL INCOME £1,000,000.

CLAIMS PAID £1,000,000.

FIRE INSURANCE effected at CURRENT RATES.

Particulars may be had on application to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 16th March, 1896. [728]

EXPORT CARGOES.

The British steamer *Phra Nang*, from Bangkok 23rd May, had moderate winds and fine weather throughout.

The British steamer *Glenorchy*, from London and Singapore 23rd May, had southerly winds and very little rain.

The British steamer *Macduff*, from Moji 30th May, had moderate E.N.E. wind with fine weather to Cape Turnabout; from there to port southerly winds and showery weather.

The British steamer *Wesing*, from Newchwang 23rd May, had fog and northerly wind from Fomontoy to Turnabout; thence to port E.S.E. winds, heavy and incessant rain.

The British steamer *Australasia*, from Chefoo 30th May, had fine weather to Shantung Archipelago; moderate; foggy weather till Chefoo.

For the new commodity had far surpassed the existing powers of manufacturers, some months ago the idea was most of adding to the number of its own resources by arranging to import artificial silk in England, as well.

The project seemed to be especially desirable in the interests of Lancashire, whose commercial prosperity has been seriously threatened of late, while it was pointed out that Lancashire weavers are much more skilful than the French for which reason the artificial silk, particularly, though not exclusively, adapted, to their hands, to discuss the question, and finally sent to Lancashire a deputation consisting of some of their own number, an engineer, a chemist, and a lawyer, to investigate the subject thoroughly.

This was done, and the outlook was found to be promising that certain concessions have been secured and a company is now in process of formation, and to begin with a factory, which will cost £100,000, to be built near Birkenhead, for the manufacture of artificial silk from raw wood pulp.

The project, however, did not meet with success.

The British steamer *Glenside*, sailed on the 5th June, Anno 2nd, and arrived at Hongkong 21st June, having been delayed by a typhoon which blew from the N.E. winds and fine weather.

The steamer *Glenside*, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

DAVIDSON & CO.

Agents.

Hongkong, 16th November, 1897. [17]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOLLIDAY, WISE & CO.

Agents.

Hongkong, 16th May, 1897. [16]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS FOR ALL.

ANNUAL SALE SIX MILLION BOXES.

The 1st 13d. Box contains 50 Pills.

Price 50 Cents.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG AND THE EMPIRE OF CHINA—WATKINS & CO.

63, Queen's Road Central, Hongkong.

AGENTS WANTED.

Liberal Discount Allowed.

Hongkong, 24th March, 1897. [194]

W. ROBINSON & CO., SINGAPORE.</p

## NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES for Company's Steamer

"ACHILLES"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 10th inst.

Goods undelivered after the 6th June will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 6th June.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 20th May, 1896. [1235]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "BENLOMONT,"  
FROM ANTWERP, LONDON, AND  
SINGAPORE.

Congnyses of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, where delivery may be obtained.

No Claims will go on to Shanghai unless notice to the contrary be given before 4 P.M. THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 5th inst., at 3 P.M.

All Claims must reach us before the 12th inst. or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

## NOTICE TO CONSIGNEES

NORDDEUTSCHE LLOYD.

NOTICE TO CONSIGNEES.

S.S. "PRINZ HEINRICH."

The above-named steamer having arrived at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 10th inst.

Goods undelivered after the 6th June will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 6th June.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 20th May, 1896. [1235]

"CROWN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "CROWN,"  
FROM ANTWERP, LONDON, AND  
SINGAPORE.

Congnyses of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, where delivery may be obtained.

No Claims will go on to Shanghai unless notice to the contrary be given before 4 P.M. THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 5th inst., at 3 P.M.

All Claims must reach us before the 12th inst. or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

MELCHERS & CO.,  
Agents.  
Hongkong, 2nd June, 1896. [1237]

NOTICE TO CONSIGNEES.

THE P. O. S. N. Co.'s Steamship

"KAISAR-I-HIND."

FROM BOMBAY, COLOMBO, AND  
STRATFORD.

Congnyses of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be signed out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo ...

From London, &c., ex S.S. *Musashi*.

From Aden, via Suez, Chittagong, and other steamers.

Optional goods will be landed here unless instructions are given to the contrary before 2.30 P.M. To-day.

Goods not charged by the 5th proximo, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in case whatever.

All damaged packages must be left in the Godowns and notice of same given to the under-signed on or before the 7th proximo, after which no claims will be received.

H. A. RITCHIE,  
Superintendent

Hongkong, 20th May, 1896. [1238]

NOTICE TO CONSIGNEES.

THE P. O. S. N. Co.'s Steamship

"KALYAN."

FROM MELBOURNE, &amp;c.

STRATFORD.

Congnyses of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be signed out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo ...

From London, &c., ex S.S. *Musashi*.

From Aden, via Suez, Chittagong, and other steamers.

Optional goods will be landed here unless instructions are given to the contrary before 2.30 P.M. To-day.

Goods not charged by the 5th proximo, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in case whatever.

All damaged packages must be left in the Godowns and notice of same given to the under-signed on or before the 7th proximo, after which no claims will be received.

No Fire Insurance has been effected.

Congnyses are requested to present all claims for damages and/or shortages not later than the 14th inst., otherwise they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th June, at 11 A.M.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & CO.,  
Agents.

Hongkong, 20th May, 1896. [1239]

NOTICE TO CONSIGNEES.

THE P. O. S. N. Co.'s Steamship

"PINELLOS."

FROM ANTWERP, LIVERPOOL, AND  
SPANISH PORTS.

THE Steamship

"MANILA."

FROM MANILA, KOBE, AND  
YOKOHAMA.

THE Steamship

"GLAMORGANSHIRE."

Captain H. N. Vyvyan, will be despatched as

on or about TUESDAY, the 5th inst., at 4 P.M.

For Freight or Passage, apply to

DODWELL, CARILLI & CO.,  
Agents.

Hongkong, 30th May, 1896. [1240]

NOTICE TO CONSIGNEES.

THE P. O. S. N. Co.'s Steamship

"PINELLOS."

FROM ANTWERP, LIVERPOOL, AND  
SPANISH PORTS.

THE Steamship

"POLYPHEMUS."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Under-signed; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 10th inst.

Goods undelivered after the 6th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 6th June.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st June, 1896. [1240]

STEAMSHIP "WODGONE."

AGENCE DES MESSAGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex S.S. *Tigre*, in connection with above Steamer, are informed that their Goods are being landed and stored at their risks in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Bills of Lading will be countersigned by the Company's Agents.

Cargo remaining unclaimed after TUESDAY, the 9th inst., of NOVEMBER, will be subject to rent.

All Claims must be sent in to or before TUESDAY, the 9th inst., or they will not be recognised.

All Damaged Packages will be examined on MONDAY, the 8th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 2nd June, 1896. [1241]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES for Company's Steamer

"PYRENEUS."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Under-signed; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 10th inst.

Goods undelivered after the 6th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 6th June.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 3rd June, 1896. [1242]

NOTICE TO CONSIGNEES.

THE Steamship

"VIN DOBONA."

having arrived, Congnyses of Cargo are hereby informed that their goods are being landed at the Godowns into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted before the Goods have left the Godowns, and all Claims must be sent in to the under-signed before NOON on the 10th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER & CO.,  
Agents.

Hongkong, 3rd June, 1896. [1243]

NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KOBE.

THE Steamship

"VIN DOBONA."

having arrived, Congnyses of Cargo are hereby informed that their goods are being landed at the Godowns into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted before the Goods have left the Godowns, and all Claims must be sent in to the under-signed before NOON on the 10th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER & CO.,  
Agents.

Hongkong, 3rd June, 1896. [1244]

NOTICE TO CONSIGNEES.

THE 38 L.L.I. American Bark

"GERARD C. TOBEY."

Captain Shattock, will land here for the above port and will have quick despatch.

For Freight, apply to

SIEMSEN & CO.

Hongkong, 13th April, 1895. [1245]

NOTICE TO CONSIGNEES.

FOR NEW YORK

THE 100 A.L. American Iron Ship

"T. F. OAKES."

E. W. Reed, Master, will land here for the above port and will have quick despatch.

For Freight, apply to

CARLOWITZ & CO.

Hongkong, 2nd May, 1896. [1246]

NOTICE TO CONSIGNEES.

THE Steamship

"MOUNT LEBANON."

will be despatched hence for HONOLULU, VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on the 13th June.

General Notices of Goods for United States Points should be sent to the General Freight Agent, Oregon Railway and Navigation Co., Portland.

For further information as to Passage and Freight, apply to

SHEWAN & CO.,  
Agents.

Hongkong, 28th May, 1896. [1247]

NOTICE TO CONSIGNEES.

THE Steamship

"HUPH."

Captain Quail, will be despatched as above on FRIDAY, the 10th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

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